

Section III

Kenmore Downtown Design Standards

Section III – Kenmore Downtown Design Standards

1. IMPLEMENTATION PROPOSAL – DESIGN GUIDELINES AND STANDARDS DISCUSSION

KENMORE URBAN DESIGN INVENTORY AND ANALYSIS

The location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees are elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian-orientation in urban areas. With regard to the Downtown vicinity, the following summarizes the information found in the “Kenmore Urban Design Inventory and Analysis” prepared for the Kenmore Draft Comprehensive Plan Inventory in December 1999:

- In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, City Hall, the Burke-Gilman Trail, Kenmore Library, the Park-and-Ride lots, Tracey Owens Station, and Kenmore Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian generators. The LakePointe mixed-use development will be a major pedestrian generator in the future.
- Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way could help break up the considerable distance pedestrians must currently travel to cross SR-522.
- Many of the buildings in the Downtown Study Area are not built to the edge of the street, and are of discontinuous size, location, and shape. These buildings do not form a consistent or recognizable urban form or a continuity of pattern. Typically buildings that are set back from the street, or have parking lots separating them from the street, discourage pedestrian activity and are simply less pleasant for walking. Many such buildings are found within the study area.
- Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs can create visual clutter, particularly when competing with other street elements such as billboards, telecommunication towers, utility poles, streetlights, etc.
- The predominance of parking lots in the study area is indicative of the overall auto-oriented nature of the region. The numerous access points to and from the parking lots of establishments along SR-522 create hazardous situations as vehicles enter and exit the traffic flow from SR-522.
- There are few sidewalks in the Downtown Study Area.
- There are little or no street trees along major arterials and SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail.
- Parks and open space uses include Tracey Owen Station (Logboom) Park and the Burke-Gilman Trail. Nearby parks include Kenmore (Rhododendron) Park and the State Boat Launch facility.

- Several major natural features exist within the Downtown study area, including Swamp Creek, Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to the Lake.
- The high speed and volume of traffic, the lack of sidewalks, the width of the roadway, and the lack of other pedestrian amenities make SR-522 a significant barrier to pedestrian travel in Kenmore. 68th Avenue NE also functions as a barrier, though less significantly than SR-522. These road corridors essentially “divide” central Kenmore into four quadrants.

Some of the urban form concerns would be addressed through Design Standards, as well as infrastructure improvements, particularly sidewalks, streetscape improvements, etc. **Section III** provides Design Standards. Additional street-related landscape and pedestrian improvements are also addressed in **Section I-5** of this report.

OVERVIEW OF PROPOSED DOWNTOWN DESIGN STANDARDS

The Downtown Design Standards would apply to the Downtown Commercial and Downtown Residential Districts and to some properties along NE 175th Street. Standards address site design and building design. The highest priority standards for new development would include elements affecting the development pattern and pedestrian orientation, including building orientation and location on the site, relationship to the street, and circulation. These standards would function to create a character and quality of development, and also function as mitigation to the urban scale development that would replace the suburban, auto-oriented development presently found in the general vicinity. The recommended Design Standards are included in **Section III**.

2. DOWNTOWN DESIGN STANDARDS

City of Kenmore Downtown Design Standards

April 2003

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Table of Contents

Introduction and Applicability	1
Definitions	7
Site Design	9
Standards for All Uses	
Pedestrian Walkways	9
Northwest Quadrant Circulation Plan	13
Public Spaces and Plazas	14
Site Furnishings	16
Site Lighting	18
Building Location/Setbacks (Commercial/Mixed Use)	20
Building Setbacks (Residential)	22
Surface Parking Lot Location	24
Parking Lot Screening	26
Location of Driveways	28
Outdoor Service and Storage Areas	29
Building Design	31
Standards for All Uses	
Corner Features	31
Roof Form	33
Structured Parking	35
Blank Wall and Side Wall	38
Pedestrian Bridges	40
Standards for Commercial/Mixed Use Buildings	41
Visible Building Entrances	41
Ground Floor Facades	42
Ground Floor Transparency and Visibility	43
Weather Protection	44
Building Materials	45
Upper Level Stepbacks, Mass and Bulk	47
Standards for Residential/Primarily Residential Buildings	49
Primary Residential Entrances	49
Building Mass and Bulk	51
Materials	52
Windows	54

Introduction and Applicability

INTRODUCTION AND APPLICABILITY

Purpose and Intent

The Kenmore Downtown Design Standards are intended to implement the City's Comprehensive Plan and vision for the creation of

"...A community with an attractive, vital, pedestrian-oriented city center offering commercial, civic, cultural and park spaces, integrated with higher density housing..." ,
and

"... A community with clear design standards creating attractive, functional, and enduring buildings and places..."

The purpose of the Downtown Design Standards is to create a pedestrian-oriented downtown by identifying appropriate site and development standards for new development.

The Kenmore Design Standards are structured in the following manner:

Pedestrian Orientated Streets and Uses

The highest priority is to provide as much guidance to those elements that affect the development pattern and pedestrian orientation: building orientation and location on site, relationship to the street, and circulation. Standards relating to these topics are more specific and relate to:

- A sidewalk environment which is lively, attractive, comfortable, and safe;
- Rich visual detail in the built environment which tells the user how buildings and places are used;
- Visual predominance of buildings, walkways, and landscape, less prominent signs, and parking lots and structures which are generally concealed from view.

Scale of Downtown Development

Standards relating to the character of development are structured to provide greater flexibility in development and building design. They provide a palette of options to consider during the design process and address:

- Ground floors of buildings;
- Buildings of several stories which create continuity along the streetscape and walkways;
- Detail in building mass and form which creates human scale with the parts of larger buildings.

Example Images Included in Standards

The photographs in this document are included to visually depict the type of site or building design considerations that could meet the intent of the Kenmore Design Standards. The images are examples only and are not intended to be interpreted as the only design approach possible.

These photographs correspond to the intent of the visioning process and visual preference survey conducted during the Comprehensive Plan process and independent research efforts by the Planning Commission conducted in May 2002.

Recommended Guiding Principles

General

- Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- Address the different characteristics of downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.
- Support redevelopment in accordance with the Vision for the Downtown through investment in public infrastructure including transportation, utility, and civic infrastructure.
- Give priority to creating indoor and outdoor public spaces, promote community activities meeting the needs of a range of ages and interests.

Outdoor spaces should include plazas, parks, and public green spaces. Encourage the efficient use of space and shared uses where appropriate.

- Give priority consideration to strong linkages between the four Downtown Quadrants and the surrounding neighborhoods. Pedestrian crossings, including a bridge(s), over SR-522, linking the north and south quadrants, should be readily accessible, functional, visually attractive, safe, and inviting links to key destinations, and should provide a Kenmore identity.
- Create a Downtown circulation system that promotes mobility for all modes of travel, emphasizing a loop road circulation system.
- Create an interconnected system of trails, sidewalks, bikeways, and open spaces in Downtown.
- Promote the revitalization and expansion of business and retail compatible with the character of the Downtown districts. Encourage businesses that draw patrons during both the day and evening. Provide an adequate mix of on-street, surface and structured parking, and encourage shared parking options.
- Provide high density, high amenity (includes public spaces and private facilities) pedestrian oriented residential neighborhoods meeting the housing needs of a variety of income levels, and developed at densities high enough to support transit and commercial uses. Off-street parking should be encouraged.
- Coordinate public and private investment to achieve optimal leverage of public funds.
- Create an identity for the Downtown and SR-522 by giving priority consideration to improving the appearance of the physical environment through design guidelines, sidewalks, landscaping, street trees, public art and signage.
- The Downtown should acknowledge and create a beneficial and symbiotic relationship with SR-522.
- Integrate and manage Downtown development to support sound eco-

logical principles by responding to natural landforms, providing stormwater management, improving water quality, and retaining and adding green spaces.

- Identify Downtown view corridors of significant off-site features (i.e. Lake Washington, Cascades, and surrounding hillsides), giving priority consideration to provision of public physical and visual access from the Downtown Quadrants to the waterfront.

Additional Principles - Northwest Quadrant

- Locate the Civic Center facility (including City Hall, a Community Center and Library) in the Northwest Quadrant to provide the greatest stimulus to redevelopment. If there is a truly unique opportunity in another quadrant of the Downtown that would meet the balance of the Civic Center criteria, it should not be ruled out.
- Locate a multi-modal transportation facility in the Northwest Quadrant linked with other public facilities and spaces, functioning as a key node within a larger regional system.
- Locate the Civic Center facility at a highly visible and/or accessible location, if possible taking advantage of view corridors to Lake Washington. The facility should provide long-term expansion potential and opportunities for private use of public space. Additional potential civic uses should be considered. The facility should be prominent, distinguishable and visually attractive.
- A large, functional, open, outdoor space should be created to function as a focal point and "public square," providing opportunities for public and private gatherings.
- Give priority consideration to public purchase of parcels in the Northwest Quadrant where desired private investment is least likely to occur. Public investment may include purchase, long-term lease or other owner/tenant options.

APPLICABILITY

1. The provisions in the Downtown Design Standards apply to the properties within the City of Kenmore zoned "Downtown Commer-

cial" (DC) and "Downtown Residential" (DR). RB zoned properties that are not subject to P-suffix Condition NS-P4, and which lie north of NE 175th Street between 65th Avenue NE extended and 73rd Avenue NE, shall be subject to the Kenmore Downtown Design Standards. In the event of conflict between these Downtown Design Standards and any other applicable code, the reviewing official shall determine the appropriate application of the conflicting codes recognizing the need to protect public health, safety, and welfare, any specific interpretation criteria, as well as furtherance of the intent of the Comprehensive Plan and these Downtown Design Standards.

2. The provisions of the Design Standards shall apply to all development and redevelopment within the DC and DR zones. RB zoned properties that are not subject to P-Suffix Conditions NS-P4, and which lie north of NE 175th Street between 65th Avenue NE extended and 73rd Avenue NE, shall be subject to the Kenmore Downtown Design Standards. The following categories of improvements shall comply with applicable design standards:

- a. new construction;
- b. exterior remodels of existing structures;
- c. parking reconfigurations;
- d. building expansions.

The degree to which each standard applies to a development/redevelopment project shall be evaluated on a case by case basis in an effort to achieve an overall design which meets the purpose and intent of the Downtown Design Standards. In determining the degree of applicability, the reviewing official shall give priority to design standards which address building placement, parking standards, window/door treatments, and first floor facades.

For proposed existing structure exterior remodels, or existing structure expansions, or parking reconfigurations, the reviewing official shall determine if proportional compliance with the Design Standards as defined in the Definitions and Methods section of this document is

appropriate to recognize current conditions and further the intent of the Downtown Design Standards.

3. Applications subject to Design Review shall be reviewed and processed following the permit procedures for the primary permit application(s) consistent with KMC 19.25. Appeal procedures for permit decisions involving design standard compliance shall be consistent with KMC 19.25.

Methods

Proportional Compliance

Proportional Compliance shall be determined through the following requirements and formulas:

Unless provisions specifically indicate conditions under which full compliance with standards are required, when exterior remodels, existing structure expansions, or parking reconfigurations are proposed, the percentage (by value) of the required design or development standards to be installed shall be established by dividing the value of the proposed improvement by the assessed value of the existing lot and structure improvements up to 100 percent; the reviewing official shall have the authority to specify the location and phasing sequence of the required improvements which fall under this section.

1. The Reviewing Official shall waive proportional compliance when improvements to an existing building solely involve normal maintenance or minor repair, including but not limited to, re-roofing, repainting, mechanical equipment replacement, or other minor maintenance or repair activities. Parking lot pavement patching, or stall repainting that does not involve reconfiguration shall also be waived from proportional compliance.

2. The percentage (by value) of the required design or development standards shall be related to the improvement proposed. For example, if a parking reconfiguration is proposed, the required design standards should address pedestrian walkways between parking lots and building entrances or parking lot screening; or if a building entrance is modified, visible building entrance requirements should be applied.

Definitions

DEFINITIONS

Arcade

A series of arches supported by columns, piers, or pillars, often attached to a wall to form a roofed passageway or gallery.

Architectural Elements

Building elements which add detail and finely scaled features to a building facade, such as belt courses, braces, brackets, brick coursing, columns, corbelled brick, cornices, frame elements, window openings, piers, plinths, and sills.

Articulation

Shifts in wall planes such as stepbacks, reveals, overhangs, and architectural elements and details which are used to create variations in a building facade.

Blank Walls

Any ground floor wall over six feet in height and 15 feet or more in length and/or greater than 400 sq. ft. in total area-without architectural embellishments such as windows, doors, modulation/articulation, or other special wall treatment. Upper floors are not included in blank wall requirements.

Courtyard

A private open space internal to development which is not accessible to the public and which is enclosed on at least two sides by structure(s) or fencing.

Director

The Director of Community Development.

Durable Materials

Materials capable of withstanding wear and tear with limited maintenance required, long term use, vandal resistant, and weather resistant.

Human Scaled Elements

The perceived size of a building or space relative to the human body. Human scaled elements such as doors, windows, bays, etc. have dimensions and proportions which respond to the size of a human body.

Modulation

Variations in a building facade through the use of setbacks, upper level stepbacks, and/or projections from the building which serve to break up the apparent mass and bulk of a building.

Pedestrian Walkway

A public walkway connects public streets to other streets, walkways, public spaces, or drives. Public walkways should be lit for night time use and be aligned for maximum nighttime visibility.

Public Space/Public Open Space

An open space or plaza in an area between a building and a street or pedestrian walkway where people gather or sit. Public spaces are open for public use during the daytime and evening and are visible from adjacent streets. Public spaces contain site furnishings, artwork, landscaping, pedestrian lighting, and other amenities which make the space comfortable and inviting.

Public View

Areas which are visible from adjacent public streets, walkways, or public spaces.

Weather Protection

Awnings, canopies, arcades or marquees which are permanently fixed to buildings and which cover the public sidewalks to provide protection from the weather for pedestrians. Weather protection should allow light and transparency into ground floor uses.